

Mattapany Road
SM-912
St. Mary's County
St. Mary's City vicinity
17th century
Public

Mattapany Road is a 2.5-mile long road that connects Route 5 (Point Lookout Road) at St. Mary's City to Route 235 (Three Notch Road). Passing St. Mary's College and traversing portions of Historic St. Mary's City, the western segment of the road represents the most intact portion of the resource. The eastern two-thirds of the route runs through a mixed landscape of rural residential subdivisions with a few scattered large-parcel farmsteads. The roadway consists of a two-lane, asphalt-paved structure that ranges from 20 feet wide on its western end to 28 feet wide near its eastern terminus. The road ascends as it extends eastward and follows a gently curving alignment.

In the 17th century, Mattapany Road was one of several roads leading into St. Mary's City (MIHP #SM-29), the colonial capital from 1634 to 1695 and the site of ongoing archeological research. The southwestern portion of the road was part of the formal plan for the capital, which was never fully realized. In addition to being an important political route, Mattapany Road was significant as an economic and cultural route in the 17th century since it connected the grist mill and the Catholic church at St. Mary's City. In the 18th and 19th centuries, after the colonial capital was moved to Annapolis, Mattapany Road became a local, inland transportation route that primarily served the farmers who lived along it. In the early 20th century, it remained a secondary road but grew in importance when a commercial and transportation center was established at Broome's Wharf, a steamboat landing in St. Mary's City. The road is also significant in the early 20th century for its association with a Czech immigrant community and the Catholic church they built, as well as for its association with the resurgence of the community at St. Mary's City. In the 1930s, the proliferation of the automobile and state-funded road projects fueled improvements to Mattapany Road, which became a connecting route between two major state roads: Point Lookout Road (Route 5) on the west and Three Notch Road (Route 235) on the east.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-912

1. Name of Property (indicate preferred name)

historic Mattapany Road (preferred)
other St. James Church Road; County Route 30367

2. Location

street and number Elect. Dist. No. 1, runs E from Rt 5 (Point Lookout Rd) to Rt 235 (Three Notch Rd) not for publication
city, town St. Mary's City X vicinity
county

3. Owner of Property (give names and mailing addresses of all owners)

name St. Mary's County Board of County Commissioners
street and number P.O. Box 653, 23115 Leonard Hall Drive telephone 301-475-4200 x1300
city, town Leonardtown state MD zip code 20650

4. Location of Legal Description

courthouse, registry of deeds, etc. N/A liber folio
city, town tax map tax parcel tax ID number

5. Primary Location of Additional Data

- ☐ Contributing Resource in National Register District
☐ Contributing Resource in Local Historic District
☐ Determined Eligible for the National Register/Maryland Register
☐ Determined Ineligible for the National Register/Maryland Register
☐ Recorded by HABS/HAER
☐ Historic Structure Report or Research Report at MHT
☐ Other: _____

6. Classification

Category	Ownership	Current Function		Resource Count	
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> agriculture	<input type="checkbox"/> landscape	Contributing	Noncontributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> commerce/trade	<input type="checkbox"/> recreation/culture	<u>0</u>	<u>0</u> buildings
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	<input type="checkbox"/> religion	<u>0</u>	<u>0</u> sites
<input type="checkbox"/> site		<input type="checkbox"/> domestic	<input type="checkbox"/> social	<u>1</u>	<u>0</u> structures
<input type="checkbox"/> object		<input type="checkbox"/> education	<input checked="" type="checkbox"/> transportation	<u>0</u>	<u>0</u> objects
		<input type="checkbox"/> funerary	<input type="checkbox"/> work in progress	<u>1</u>	<u>0</u> Total
		<input type="checkbox"/> government	<input type="checkbox"/> unknown		
		<input type="checkbox"/> health care	<input type="checkbox"/> vacant/not in use		
		<input type="checkbox"/> industry	<input type="checkbox"/> other:		
				Number of Contributing Resources previously listed in the Inventory	
				<u>0</u>	

7. Description

Inventory No. SM-912

Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

Summary Description

Mattapanay Road is a 2.5-mile long road that connects Route 5 (Point Lookout Road) at St. Mary's City to Route 235 (Three Notch Road). Passing St. Mary's College and traversing portions of Historic St. Mary's City, the western segment of the road represents the most intact portion of the resource. The eastern two-thirds of the route runs through a mixed landscape of rural residential subdivisions with a few scattered large-parcel farmsteads. The roadway consists of a two-lane, asphalt-paved structure that ranges from 20 feet wide on its western end to 28 feet wide near its eastern terminus. The road ascends as it extends eastward and follows a gently curving alignment.

Location

Located on the southeastern end of the peninsula that comprises St. Mary's County, Mattapanay Road runs west to east between St. Mary's City (MIHP #SM-29) and present-day St. James Church Road. The road extends for approximately 2.5 miles between its start point at State Route 5 (Point Lookout Road) on the west and its end at State Route 235 (Three Notch Road) on the east.

Detailed Description

The Roadway

Mattapanay Road is an asphalt-paved, minor collector route that measures 20 feet wide in the vicinity of St. Mary's College (MIHP #SM-37), and 28 feet wide on the remaining segment. The travelway contains two lanes, one in each direction, that are defined by a double yellow line painted down the center and white painted lines on either edge. The pavement is in good to fair condition throughout.

The road's horizontal alignment is characterized by straightaways with occasional directional changes. Its vertical alignment is varied as the road ascends steadily from west to east. The road begins at an elevation of 30 feet above sea level, and after an initial dip where it crosses a stream, rises significantly to 80-plus feet above sea level. At its terminus at Route 235, the road sits approximately 95 feet above sea level. The road starts with an immediate descent just east of its intersection with Point Lookout Road. It descends to a creek, then ascends to East Fisher Road. After East Fisher Road, it levels out. It rises significantly approximately one mile east of Point Lookout Road. The road then continues through hilly terrain until it levels approximately one half mile before it intersects Three Notch Road. The roadway is flanked by low embankments as it travels through the hilly areas and is at grade as it passes through the low lying lands. Especially in the low lying, swampy areas, portions are elevated on a raised embankment.

The road has a low-pitched crown throughout its length. The intersection of Mattapanay Road and Provincial Drive includes a right turn lane on the south side of the road, widened shoulders, and 4" concrete curbs.

The roadway crosses several waterways. The culverts consist of both metal and concrete piping. The first of these is made of concrete and is located approximately one quarter mile from the intersection of Mattapanay Road and Point Lookout Road. The culvert allows the road to traverse a tributary that runs northwest to an unnamed pond that lies adjacent to the south side of Horseshoe Bend on the St. Mary's River. Three more significant culverts appear on the eastern end of the road. They are located approximately 1.75 miles, 0.75 miles, and 0.5 miles from Mattapanay Road's intersection with Three Notch Road; their presence allows the road to cross north-south tributaries that run to an unnamed creek that flows to Wherritts Pond on Horseshoe Bend of the St. Mary's River.

Mattapanay Road exhibits significant late-20th-century engineering and design updates, including paved shoulders, banked gradients, and a raised segment where the road sits atop a manmade embankment.

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The Right-of-Way

The Mattapany right-of-way includes asphalt-paved gutters that start approximately one quarter mile from Point Lookout Road and flank Mattapany Road for one-eighth mile. The remaining segment of road has intermittent, shallow swales. In addition, there are flanking narrow, asphalt-paved shoulders which start approximately one mile from the road's western terminus. One exception is where Provincial Drive extends south from Mattapany Road, approximately one-half mile from its intersection with Three Notch Road. The intersection of Mattapany Road and Provincial Drive includes widened shoulders and 4" concrete curbs. There is also a newly installed, decorative light post at the southeast corner of the intersection.

Recent speed limit, traffic control (stop) signs, warning signs, and street name signs appear intermittently within the right-of-way. These consist of standard reflective metal signs mounted to square wood posts or round metal pipes. There are also large, painted wood painted signs located near St. Mary's College that mark the entrance to its parking areas and explain future campus projects. Electric and telephone utility lines strung on pine poles line the right-of-way. For the majority of the road's length, the utility lines extend along the south, except for the last mile where they appear on the north side. High-voltage power lines cross the road near its intersection with Three Notch Road. There is also a system of fire hydrants installed along the road near the college.

The Setting

The setting of Mattapany Road is as diverse as the topography through which it travels. It is flanked by alternating open fields and wooded forests and is characterized by open and enclosed views as the road negotiates the hilly topography. Its setting encompasses many uses. These include agriculture (grazing and farming) and institutions such as those found near St. Mary's College (MIHP #SM-37), plus commercial establishments and residences. The agricultural properties include tilled fields and grazing pastures that are outlined by wood-post and barbed-wire fences and dotted with barns, silos, and other outbuildings. Most of the farm buildings appear to date to the 20th century. The campus of St. Mary's College is a significant feature of the road's setting on its west end. Mattapany Road runs along the south boundary of the campus for approximately 0.6 miles east of East Fisher Road. The buildings visible from the road are recently constructed and include an athletic stadium and 1-story, brick maintenance warehouses, as well as several gravel and asphalt-paved parking lots. Across Mattapany Road and south of the campus is an athletic field bounded on the north side by a worm-style wood fence. The commercial property along the road is located at the southwestern corner of Mattapany Road's intersection with Three Notch Road. The property consists of a 1-story, frame store and gas station which sits on a level, asphalt-paved lot and was constructed during the latter half of the 20th century.

Recent residential construction has occurred and is predominately located on the eastern third of the road. One large residential subdivision, set back from the road and screened by a wooded strip, exists on the south side of Mattapany Road at the intersection with Provincial Drive. Also, several one- and two-story, frame houses occur intermittently along the road. While the subdivision is screened from the road, the intersection at Provincial Drive that accesses it is significantly out of character with the predominately gravel driveways that one finds along the remainder of the road.

A communications tower is located on the north side of the road in a wooded area approximately 1 mile from its intersection with Point Lookout Road (Route 5). The tower and associated 1-story, frame maintenance buildings are visible from the road. The 1987 USGS quad map also indicates the presence of a gravel pit approximately one mile east of Point Lookout Road. Though a dirt driveway remains, it was not determined if the pit is still operational.

The westernmost portion of Mattapany Road is included in the St. Mary's City National Register Historic District (MIHP #SM-29). This portion of the road is characterized by the aforementioned institutional buildings found on the campus of St. Mary's College. Visible on the north side of the road within the district is what appears to be the remnant of a cemetery. The headstones run in a linear configuration, parallel to the college's brick maintenance building, which is located approximately one-eighth mile east of the intersection with Point Lookout Road.

8. Significance

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Period	Areas of Significance	Check and justify below			
<input checked="" type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts	
<input checked="" type="checkbox"/> 1700-1799	<input checked="" type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy	
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input checked="" type="checkbox"/> politics/government	
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input checked="" type="checkbox"/> religion	
<input type="checkbox"/> 2000-	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science	
	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input checked="" type="checkbox"/> social history	
	<input checked="" type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation	
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____	

Specific dates 17th through 20th centuries **Architect/Builder** Unknown

Construction dates 17th century with 20th century improvements

Evaluation for:

☐ National Register ☐ Maryland Register ☒ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

Summary Statement of Significance

In the 17th century, Mattapany Road was one of several roads leading into St. Mary's City (MIHP #SM-29), the colonial capital from 1634 to 1695, and the site of ongoing archeological research. The southwestern portion of the road was part of the formal plan for the capital, which was never fully realized. In addition to being an important political route, Mattapany Road was significant as an economic and cultural route in the 17th century since it connected the grist mill and the Catholic church at St. Mary's City. In the 18th and 19th centuries, after the colonial capital was moved to Annapolis, Mattapany Road became a local, inland transportation route that primarily served the farmers who lived along it. In the early 20th century, it remained a secondary road but grew in importance when a commercial and transportation center was established at Broome's Wharf, a steamboat landing in St. Mary's City. The road is also significant in the early 20th century for its association with a Czech immigrant community and the Catholic church they built, as well as for its association with the resurgence of the community at St. Mary's City. In the 1930s, the proliferation of the automobile and state-funded road projects fueled improvements to Mattapany Road, which became a connecting route between two major state roads: Point Lookout Road (Route 5) on the west and Three Notch Road (Route 235) on the east.

Historical Narrative

Mattapany Road developed in the early 17th century as one of several routes leading to the colonial capital at St. Mary's City (MIHP #SM-29). The southwestern portion of Mattapany Road was part of the 17th-century formal plan for St. Mary's City. This design, which was never fully executed, featured two symmetrical triangles that met at a town center located south of Church Point. Mattapany Road was part of the eastern triangle, in which two roads led east from the town center to the grist mill (circa 1638) on the north and the Roman Catholic church (circa 1667) on the south; Mattapany Road connected these two significant buildings within the settlement of St. Mary's City. Chancellor Philip Calvert's brick house, erected circa 1678, stood on the north side of Mattapany Road near the church.

After crossing the creek just north of St. Mary's City, Mattapany Road continued west towards inland plantations such as St. Barbara's (circa 1639, MIHP #SM-233), the home of Mary Throughton. This section is described in survey records from 1682 as the "New Road"; the northeastern portion was still being described as "new" in 1723.¹ The road served as an important connection between the two major colonial thoroughfares: the Patuxent Path (now Three Notch Road or Route 235) at the northeast, and present-day Route 5, which is part of an early road that led from Point Lookout to Budd's Creek.

Mattapany Road also illustrates the influence of geography on road development in St. Mary's County. The road crosses the creek at the mill site, near the head of the waterway where it would be narrower and easier to cross. Northwest of this creek, Mattapany Road lies between two tributaries of the St. Mary's River, occupying mostly high ground. According to local road historian Pete

¹ Pete Himmelheber, "From Oaks to the Tall Pine Via Mr. Phenix's Path and the New Road Give or Take Three Notches," *Chronicles of St. Mary's* 53:1 (2005): 219; Garry W. Stone, "History of Mattapany Road (Path)," *Chronicles of St. Mary's* 37:3 (1989): 248.

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Himmelheber, it served as an alternate route for reaching Point Lookout to the south and locations to the north when the more low-lying Route 5 was impassable due to high water. Travelers could use Mattapany Road to reach the Patuxent Path, which lay along a ridge and, like Mattapany Road, was less prone to flooding than roads that passed close to the major Potomac River tributaries.

In 1695, Annapolis was named the colonial capital, and St. Mary's City was soon virtually deserted. The church was abandoned or destroyed, and by 1794, the mill was no longer in operation. As the city, church, and mill fell into disuse, Mattapany Road went from being a significant thoroughfare to a road primarily traversed by those who lived along it. The decline of St. Mary's City had a particularly strong impact on the section of Mattapany Road that lay between Route 5 and the creek north of the former colonial capital; a map compiled in 1857 depicted Mattapany Road as terminating north of the creek at the intersection with present-day Fisher Road.

Mattapany Road was likely a public road from the 17th century through much of the 19th century. In 1802, it was described in the county road book: "...from Saint Mary's road [Route 5]... by Henry Railoy's (now Richd Fenwick's) plantation, as far as the three notched road."² At that time, it was probably a dirt road with minimal drainage. In the 1850s, it lay within the most poorly funded road district in the county.

Throughout the 18th and 19th centuries, Mattapany Road was one of a growing number of inland roads that were used for local travel and transportation, linking residents to churches, mills, government centers, and the wharves, where they sold their agricultural produce (tobacco and later some wheat) and purchased goods and labor. In the 1840s, Mattapany Road may have seen some increased usage with the establishment of St. Mary's Female Seminary (now St. Mary's College, MIHP #SM-37) in St. Mary's City, but it was not the primary route leading to the school. The road appears on neither Simon J. Martenet's 1865 nor 1885 map of the county.

The road's importance grew in the early 20th century as a result of three events: the establishment of a steamboat wharf at St. Mary's City, the development of small communities at either end of Mattapany Road, and road improvements implemented by the state of Maryland. By 1903, a steamboat landing was located at Broome's Wharf at St. Mary's City. Since steamboats served as the primary means of travel and shipping out of the county, landings such as Broome's Wharf became important social and economic centers in St. Mary's County. As a result of the steamboat wharf and the expansion of St. Mary's Female Seminary in the late 19th and early 20th centuries, the southwestern terminus of Mattapany Road was the site of a small but growing community. However, it remained a secondary route leading to that community.

In 1911, the National Slavonic Society purchased almost 3,000 acres of land in and around St. Mary's City, including the land on either side of Mattapany Road. A 1910 plat showing the subdivision of the property into 10- to 78-acre lots described Mattapany Road as the "Old Public Road," a designation that illustrates its relative unimportance at that time. Between 1911 and 1914, a small colony of immigrants, mostly from Czechoslovakia, settled on the lots. The settlement contributed to the establishment of St. James Roman Catholic Church at the intersection of Mattapany Road and Three Notch Road. Built circa 1913, the church served the immigrant community as well as other local Catholics. In the late 1920s, a small settlement called St. James developed at the crossroads. By 1939, the cluster of buildings there included the church, a school, a cemetery, and a meeting hall.

St. James was one of several inland communities that developed in the county in the early 20th century in tandem with road improvements funded by the state of Maryland. Public pressure for road improvements began in the second half of the 19th century, as farmers demanded good roads for transporting goods to markets and wharves. Beginning in 1904, the state of Maryland funded

² 1802 County Road Book, Lower St. Mary's Hundred, First Division.

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several road projects. State Route 5 at the southwestern terminus of Mattapany Road was the first state road in St. Mary's County; Three Notch Road (State Route 235) was paved primarily during the early 1930s. Although it remained outside the state road system, Mattapany Road benefited from its location between these two major, improved roads. By 1939, it was surfaced with gravel or shell, while many of the county's other roads remained unsurfaced.

In 1935, as automobiles gained popularity for both travel and transportation, steamboat traffic along the Potomac River came to an end and Broome's Wharf closed. Since Mattapany Road was not the primary road to the wharf and since St. Mary's Female Seminary continued to expand, the road did not decline as did other roads that served steamboat wharves. As automobiles proliferated, roads in general became increasingly important to the local economy and society, and this trend seems to have had more impact on Mattapany Road than did the demise of the steamboats. The tercentennial celebrations at St. Mary's City in 1934 brought tourists and their cars to the area, and St. Mary's City became a common stop on automobile touring guides to Southern Maryland. During and after World War II, improvements to Mattapany Road continued as the local population and economy expanded with the establishment of U.S. Navy facilities at Cedar Point and Priest's Point. Since the early 1970s, archeological excavations at St. Mary's City and the establishment of St. Mary's City Historic Park have increased knowledge about the history of Mattapany Road and brought more tourists to the area.

9. Major Bibliographical References

Inventory No. SM-912

See continuation sheet.

10. Geographical Data

Acreage of surveyed property	<u>approx. 7 acres</u>	
Acreage of historical setting	<u>approx. 220 acres</u>	
Quadrangle name	<u>St. Mary's City</u>	Quadrangle scale: <u>1:24,000 (7.5 minute)</u>

Verbal boundary description and justification

The surveyed area encompasses the roadway and right-of-way, which were documented in depth. The road's setting or viewshed was not intensively surveyed; individual architectural properties and landscape features that are visible from the road were noted and characterized only as part of the larger road setting. The acreage of the survey area is based on the road's length and approximate width. The acreage of the historic setting encompasses the viewshed from the road and is an estimate based on the surveyor's approximation of the distance visible from the road. It was calculated using MERLIN, the state of Maryland's online GIS-based mapping system, which includes an area measurement tool. Since historic setting is integral to understanding the character of the road, the entire viewshed was included in the acreage of the historic setting.

11. Form Prepared by

name/title	Melanie Macchio, Architectural Historian and Evelyn D. Causey, Historian		
organization	History Matters, LLC	date	June 30, 2006
street & number	1502 21 st Street, NW, 2 nd Floor	telephone	202-223-8845
city or town	Washington	state	DC

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
Maryland Department of Planning
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

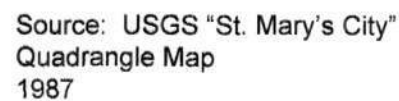
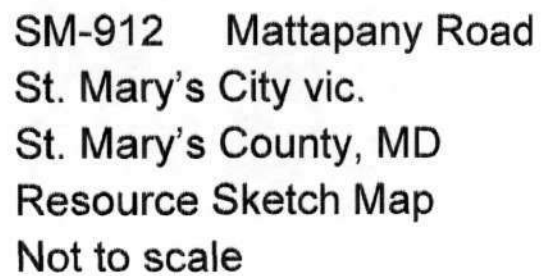
Inventory No. SM-912

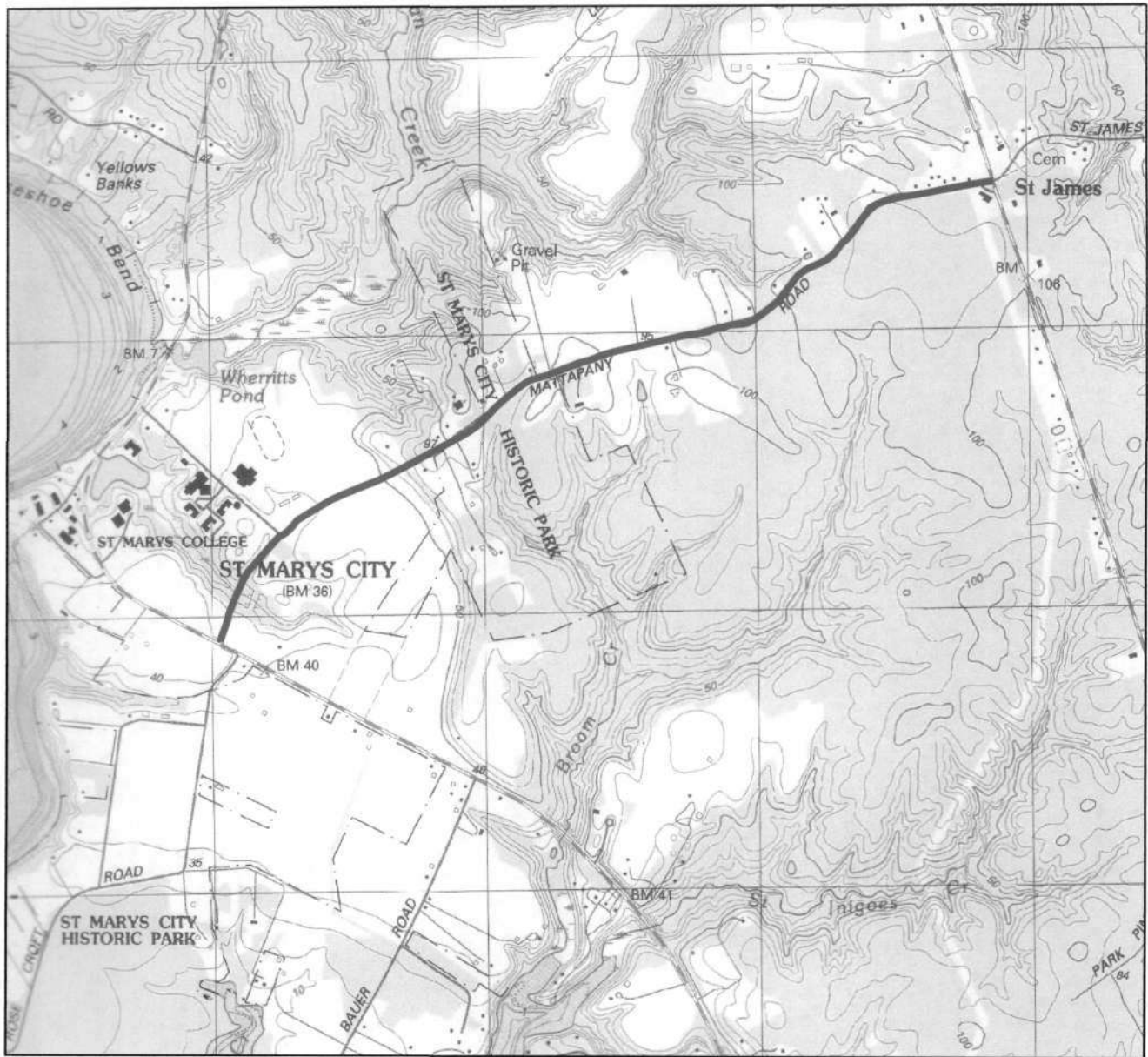
Name
Continuation Sheet

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Major Bibliographical References

- Burgess, Robert H., and H. Graham Wood. *Steamboats Out of Baltimore*. Cambridge, MD: Tidewater Publishers, 1968.
- Carr, Lois Green, Russell R. Menard, and Lorena S. Walsh. *Robert Cole's World: Agriculture and Society in Early Maryland*. Chapel Hill: The University of North Carolina Press, 1991.
- County Road Book, 1802-1853. Available at the St. Mary's County Courthouse.
- Crowe, Walter. *St. Mary's City ca. 1685*. St. Mary's City Commission, 1996. Available in the Vertical Files, St. Mary's County Library.
- Hammett, Regina Combs. *History of St. Mary's County, Maryland, 1634-1990*. Ridge, MD: n.p., 1991.
- Himmelheber, Pete. "From Oaks to the Tall Pine Via Mr. Phenix's Path and the New Road Give or Take Three Notches." *Chronicles of St. Mary's* 53:1 (2005): 216-227.
- Holly, David C. *Tidewater by Steamboat: A Saga of the Chesapeake*. Baltimore: The Johns Hopkins University Press, 1991.
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- Stone, Garry Wheeler. "History of Mattapany Road (Path)." *Chronicles of St. Mary's* 37:3 (1989): 247-249.
- Writers' Program of the Work Projects Administration in the State of Maryland. *Maryland: A Guide to the Old Line State*. New York: Oxford University Press, 1973 (reprint). Originally published 1940.





SM-912 Mattapany Road
 St. Mary's City vic.
 St. Mary's County, MD
 Location Map
 Scale 1:24,000



Source: USGS "St. Mary's City"
 Quadrangle Map
 1987



SM-912

Mattapany Road

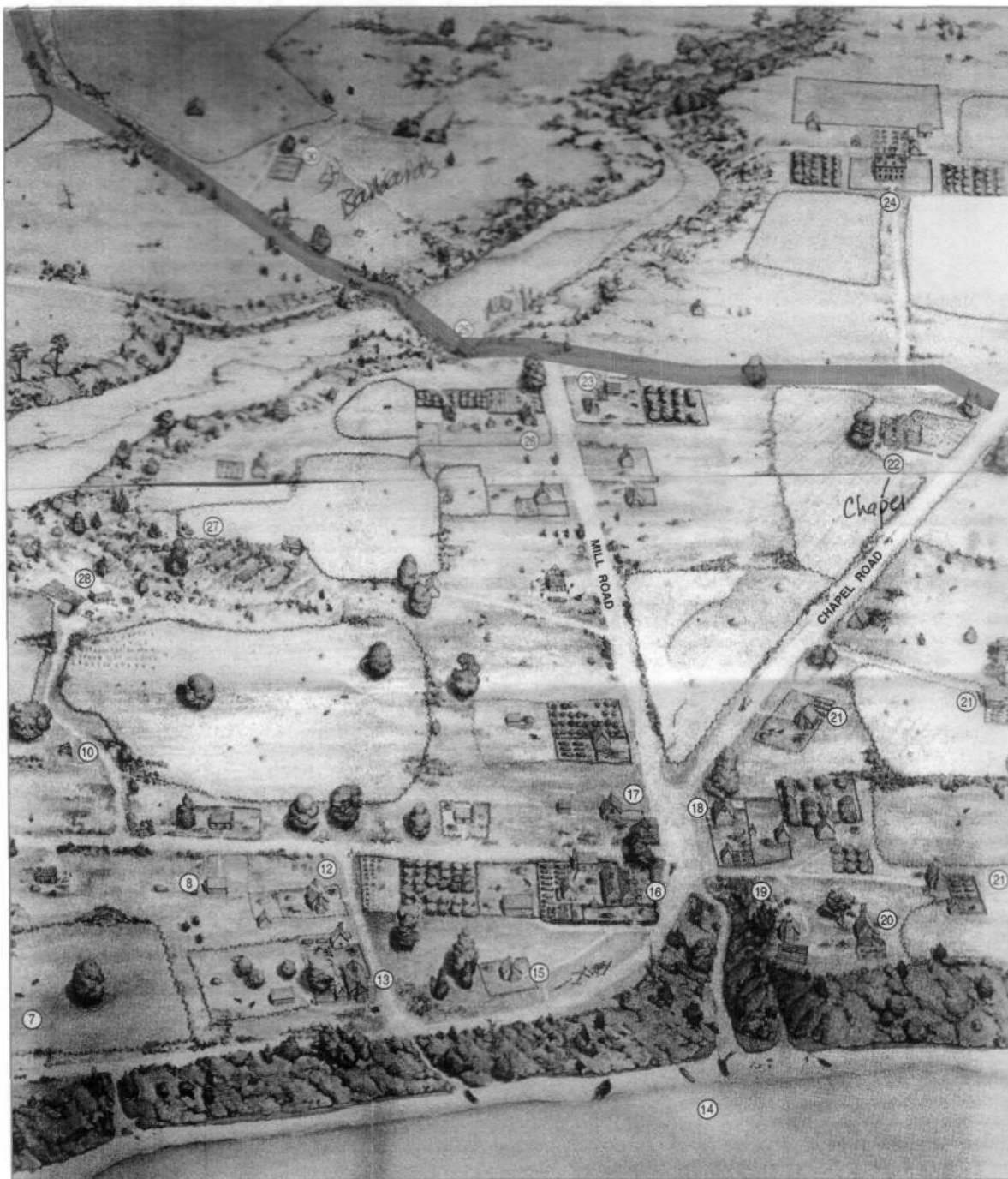
St. Mary's City vic.

St. Mary's County,
MD

2003 Aerial
Orthophotos

Not to Scale

Source: St. Mary's County
GIS Department, Zoning Map
Viewer, 2006.



SM-912

Mattapany Road

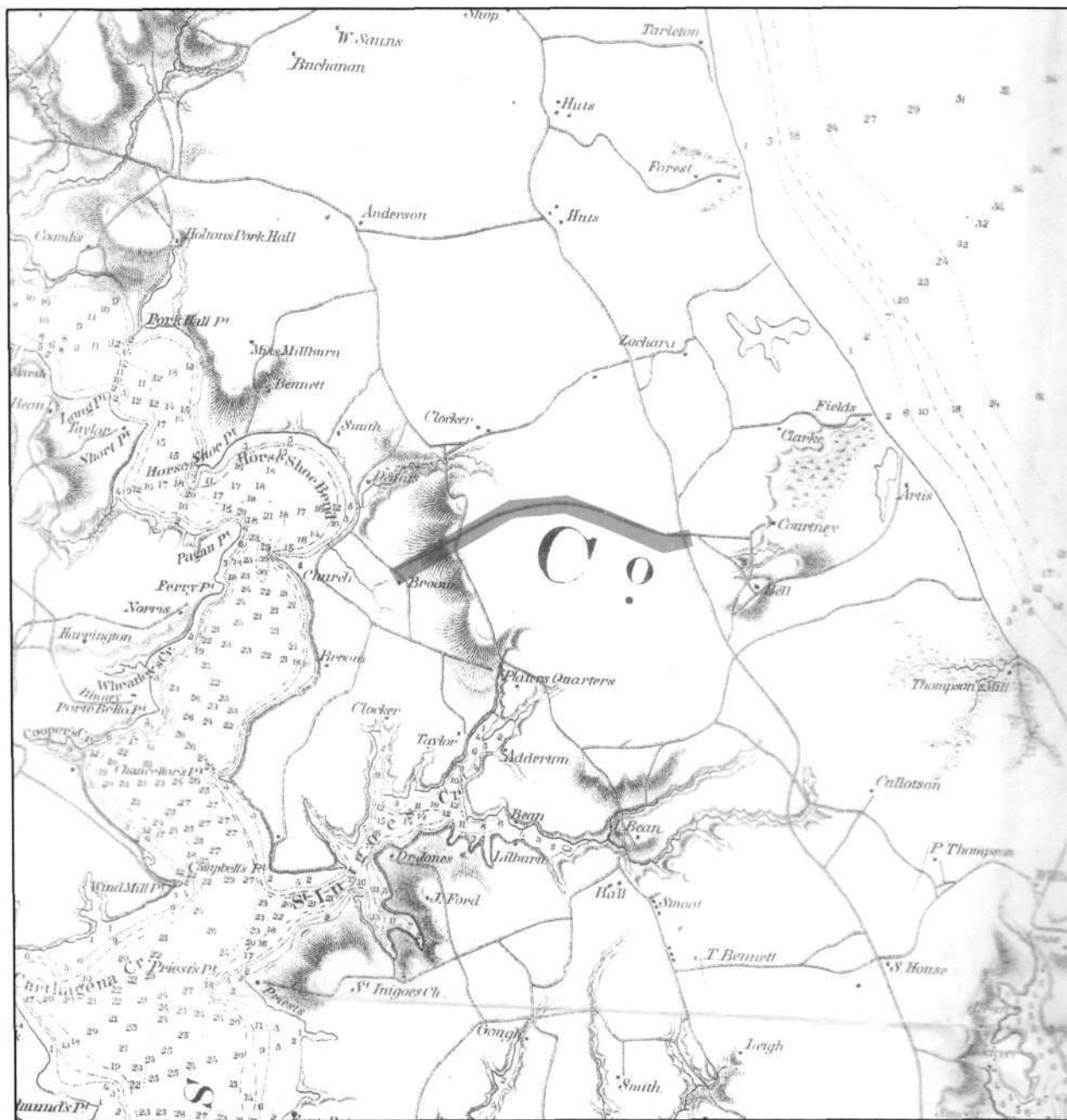
St. Mary's City vic.

St. Mary's County,
MD

Historic Map

Not to Scale

Section of Walter Crowe's *St. Mary's City ca. 1685*, St. Mary's City Commission, 1996. The approximate location of Mattapany Road is highlighted.



SM-912

Mattapany Road

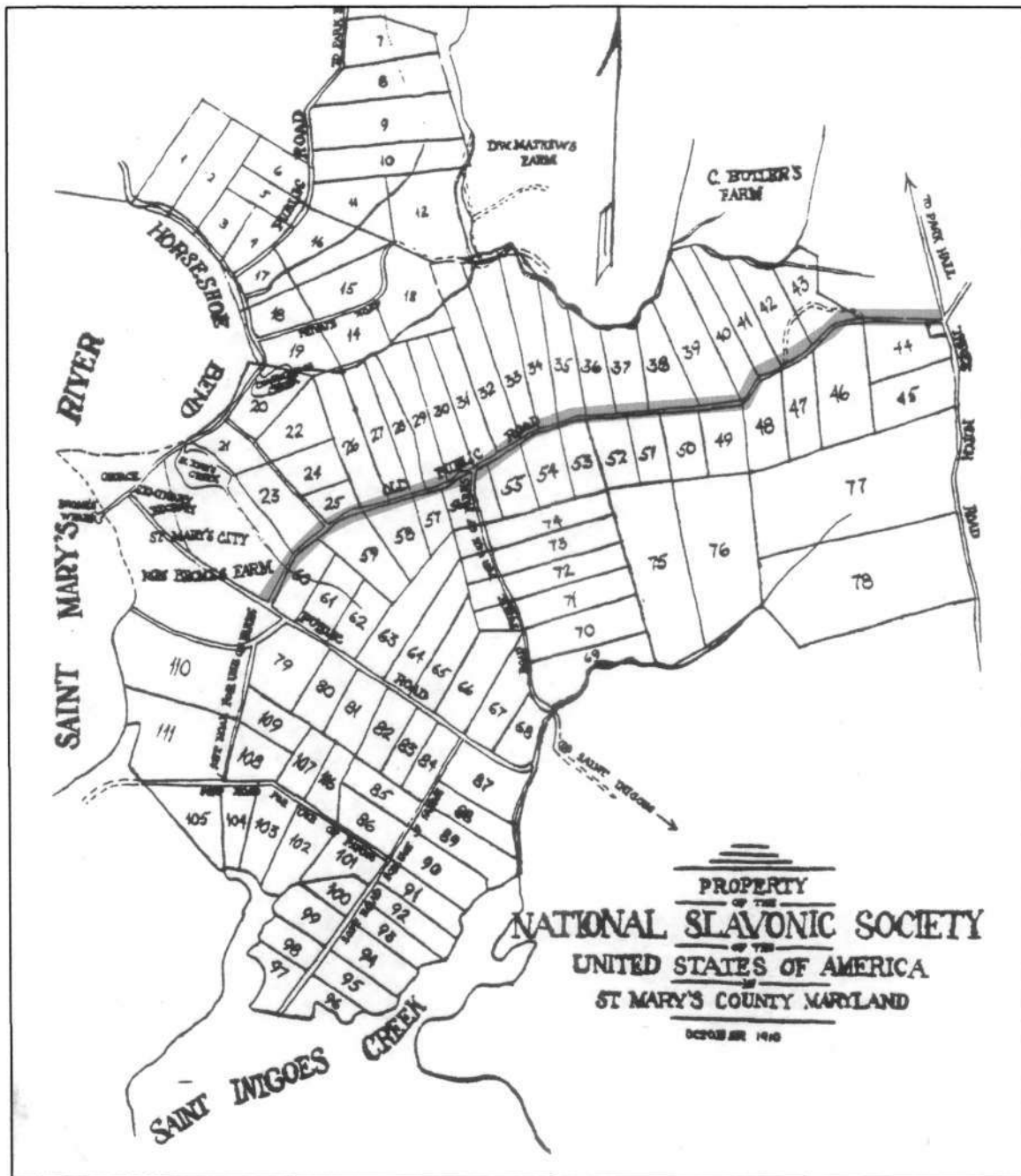
St. Mary's City vic.

St. Mary's County,
MD

Historic Map

Not to Scale

Portion of J.J. Abert and J. Kearney's *Map of the Patuxent and St. Mary's Rivers, Maryland*. Surveyed 1824; compiled 1857. The location of Mattapany Road is highlighted.



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Mattapany Road

St. Mary's City vic.

St. Mary's County,
MD

Historic Map

Not to Scale

1910 plat map appears in
Regina Combs Hammett's
*History of St. Mary's County,
Maryland 1634-1990*. Ridge,
MD: n.p., 1994. The location of
Mattapany Road is highlighted.



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Mattapany Road

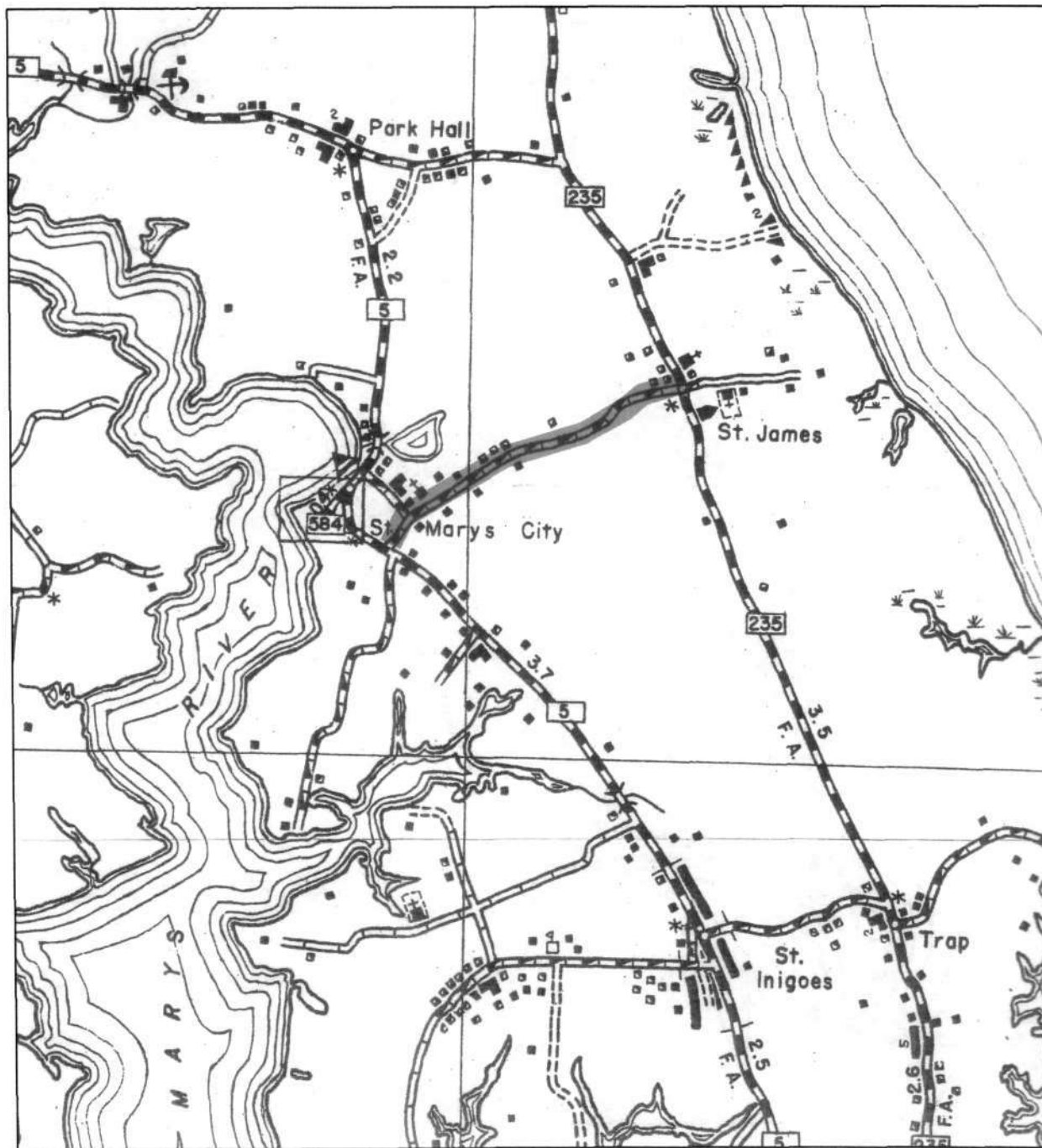
St. Mary's City vic.

St. Mary's County,
MD

Historic Map

Not to Scale

Section of Maryland Geological
Survey, *Map of St. Mary's
County Showing the
Topography and Election
Districts*, 1929. The location of
Mattapany Road is highlighted.



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Mattapany Road

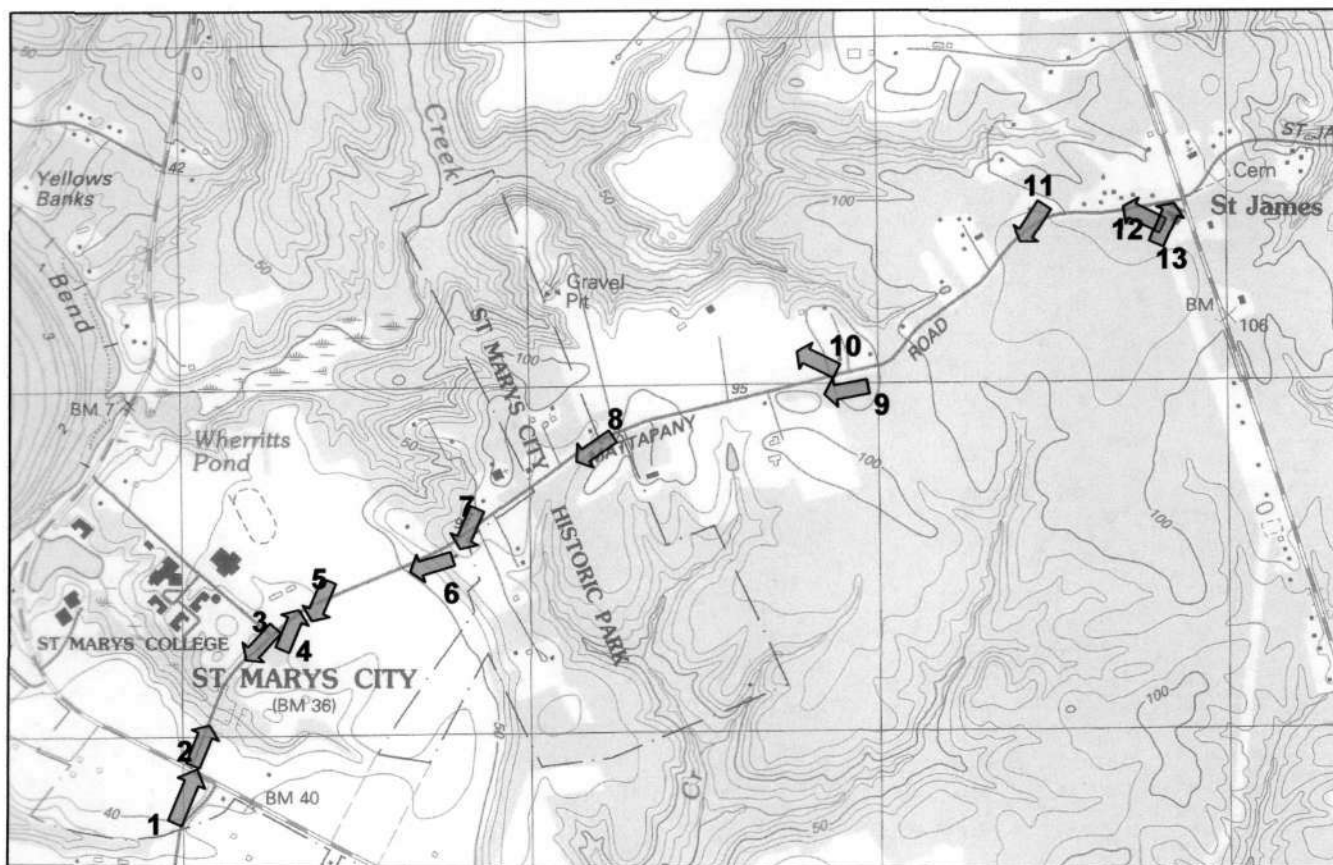
St. Mary's City vic.

St. Mary's County,
MD

Historic Map

Not to Scale

Section of Maryland State
Roads Commission, *General
Highway Map, St. Mary's
County Maryland*, 1937;
revised 1939. The location of
Mattapany Road is highlighted.



SM-912 Mattapany Road
 St. Inigoes vic.
 St. Mary's County, MD
 Photo Location Key
 Not to scale



Source: USGS "St. Mary's City"
 Quadrangle Map
 1987



Mile 0.0, looking NE down Mattapany Road from across Route 5
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Mile 0.0, looking NE down to stream crossing
2 of 13



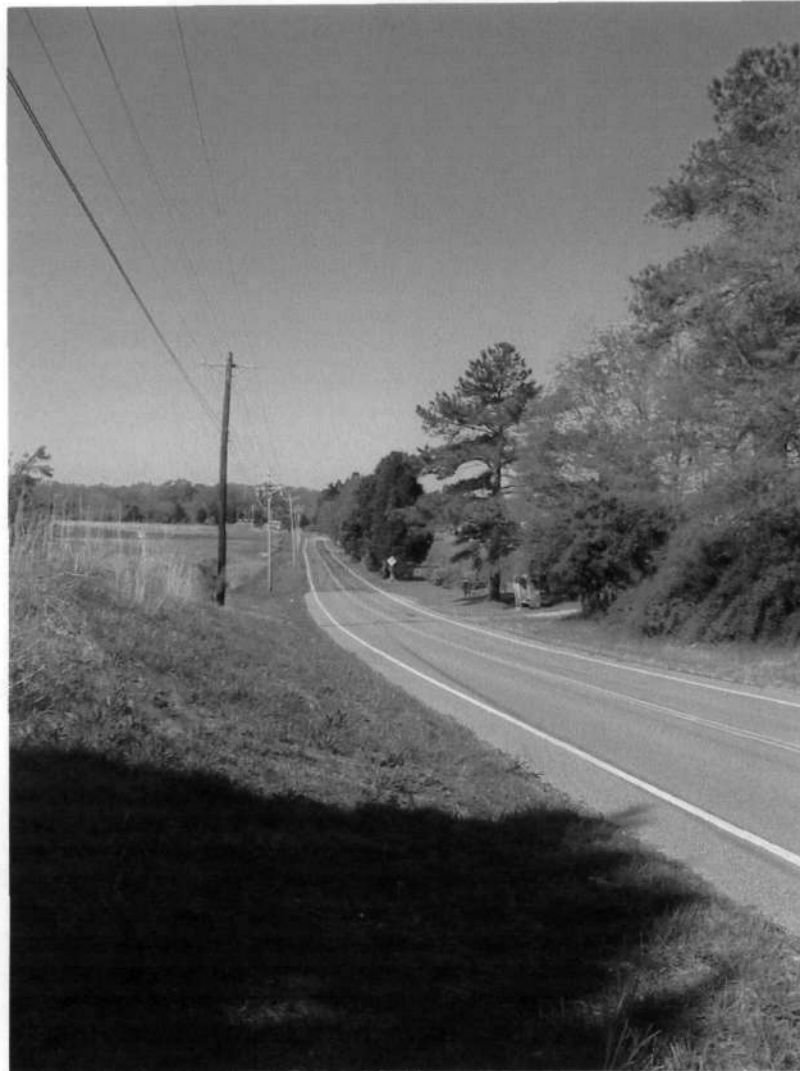
Mile 0.3, View south from East Fisher Road
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Mile 0.3, looking NE across Mattapany Road (St. Mary's College parking lot at left)
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Mile 0.4, looking SW
5 of 13



Mile 0.6, looking SW from upland area
6 of 13



Mile 0.7, looking SW
7 of 13



Mile 0.9, looking SW
8 of 13



Mile 1.25, looking west
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Mile 1.25, looking NW at late-20th century farmstead at 48202 Mattapany Road
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Mile 1.7, looking SW at intersection with Provincial Drive
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Mile 2.3, looking west at late 20th-century residential development
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Mile 2.5, looking east at intersection with Route 235
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